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<http://autos.groups.yahoo.com/group/1937and1938Buicks/>

or

WWW.1937and1938Buicks.com

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THE INTERNATIONAL NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB

TORQUE TUBE



VOLUME XVIII • NUMBER 3 • JANUARY/DECEMBER 2000



The 9th Cylinder

BY HARRY LOGAN (#651) EDITOR

We ended our 1998-1999 publishing year on August 31st with a record high 630 paying members. As usual 70% of our members renew, 30% do not. But some new members have joined, so our paying membership is now up to 550. I have mailed out a reminder to those who did not renew. This usually brings most back to the fold.

This issue also marks the seventh year Art Director Dug Waggoner (#10) and I have been producing the Torque Tube. We'd like to thank our printer Gene Conrad in Lancaster, Ohio for all his efforts and to former editor Bill Olson for his continuing help.

I would also like to thank members who have sent in suggestions for improving the Torque Tube and the Club. Suggestions such as having a chat room on our Web Site where members could meet and discuss common problems. Or including 1936, 1939 and possibly other year Buicks. And using some color photos instead of all black and white.

All of these suggestions have merit, but the bottom line is what do the improvements cost and who will implement these changes. I assume it is to be me as I have had no volunteers.

I spend many hours getting the Torque Tube into production and will not devote any more

hours to it. The Torque Tube is now the best Dug and I can make it. Hopefully we can keep it at this level until the next crew takes over. However, if anyone feels strongly about this and wants to make some improvements, call me and let's discuss it.

Steve and Pat King (#776) in Indiana recently returned from a 1700 mile (2720 km) trip in their 1937 Buick Special sedan Model 47. It's pictured on a rainy day in front of the Biltmore Mansion in Ashville, NC. Before departing on the trip, Steve put on a new set of 16" wide whitewall

tubeless radial tires.

Steve says it drove like a different car, much improved. Rutted roads, cross winds etc. were no longer a problem. Steve purchased the tires from *Diamond Back Classics* in Conway, SC. Phone toll free: 1-888-922-1642. They were the only ones he found that had 16" wide whitewall radials. He also sealed each rivet head with a silicone sealant.

Another item Steve recommends is replacing the generator with a 6 volt alternator. He purchased his from

Fifth Avenue Antique Auto Parts in Clay Center, Kansas. Phone: (785) 632-3450. Steve says it hasn't missed a beat in over 50,000 miles. It might not be original but it keeps us on the road with



TORQUE TUBE

FOUNDED IN 1980 BY DAVE LEWIS



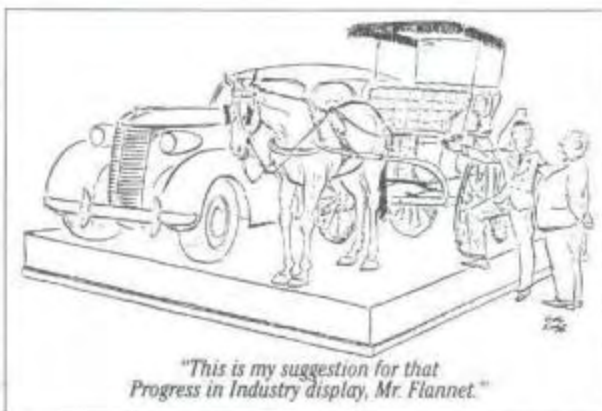
55 amp capacity. Thanks for the tips Steve.

This period cartoon was sent in by **Anthony Wright** (#1192) in NYC. Thanks Anthony. The cartoon sedan looks a lot like a 1937 Buick.

And, speaking of tips, here's one that Buick used in this 1938 ad. Thanks to **Albert Mroz** (#1357) in Menlo Park, CA for sharing this ad.

I was invited to drive my 38-46C convertible coupe during the half-time celebration at the **Stanford University** (Palo Alto- CA) vs. the **University of California** (Berkeley-CA) football game, locally called "The Big Game". Just as I was about to drive in the stadium, it started raining. So I quickly put the top up. Then right before entering the stadium, it cleared up. So down again came the top.

Stanford won the game and the right to go to the Rose Bowl in Pasadena on New Year's Day. I live near Stanford University and my family have been fans for



years, so everyone was happy. My son, who took the photo at the top of page 3, and five of his friends went to the game.

The next photo is **Marshall Nelson's** (#370-Salem, OR) red '37 Roadmaster Phaeton Model 80C with his sister-in-law Kay

Nelson at the wheel. Marshall drove it to our last Western Meet several years ago.

The last photo on page 3 shows a 1937 Series 80 Limousine that was for sale at the **Barrett-Jackson Auction** in Phoenix, Arizona in January. This very unusual Roadmaster was Custom Bodied by **Brewster** and is a one-off. It has dual sidemounts, a divider window between the driver and passengers and a microphone to communicate with the driver.

These two shots of a '38 sidemounted Roadmaster sedan, at the top of page 4, are from the 1991 film **The Rocketeer**. It's about a 1930's



TORQUE TUBE

You can now find your '37-'38 Buick Club on the World Wide Web:

<http://www.classicar.com/clubs/buick/buick.htm>

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Please send all articles, ads subscriptions and inquires, etc. to:

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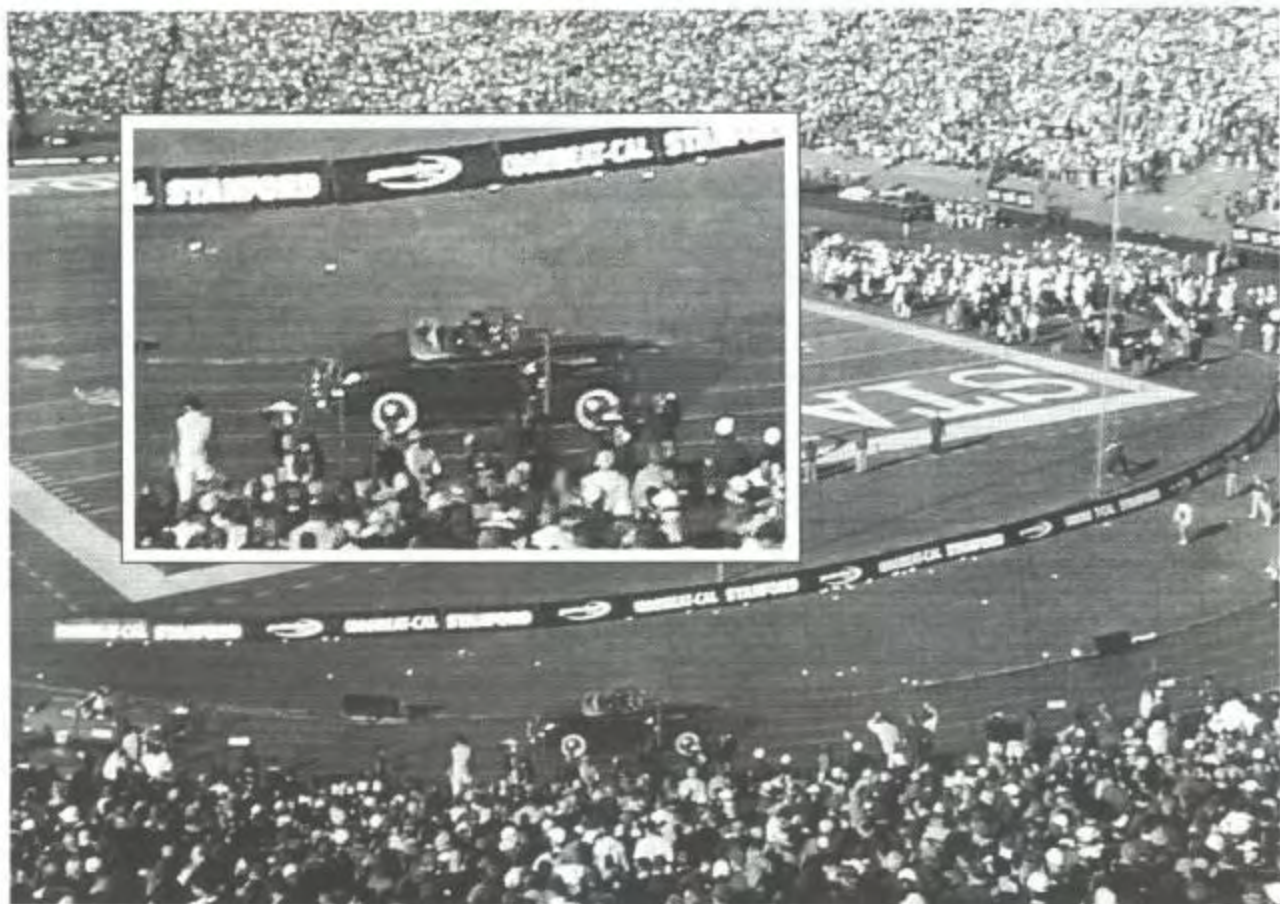
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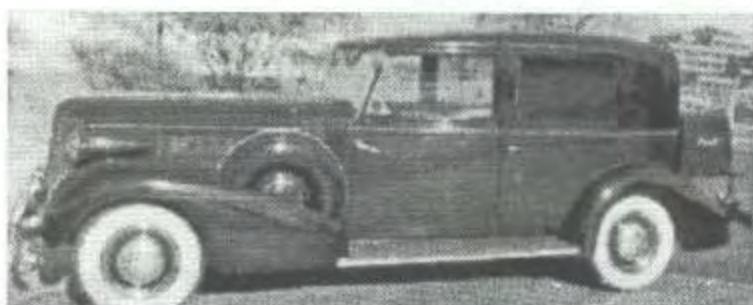
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pilot who stumbles onto a sought-after secret weapon: an air-pack that turns him into a rocket man. This film captures the look of the 1930's as well as the gee-whiz innocence of Saturday matinee serials.

Page 4 shows **Charles Jekofsky's** (#524) 1938 Century Sedan that was featured in the last issue with the White House in the background. Here's Charles' latest photo showing his car with the Capitol building in the background.



On page 5, these three photos of a '37 Century

sedan next to two World War II American aircraft, the Vought F4U Corsair and P-51 Mustang were all taken at an air show at Quonset Air Museum in Rhode Island. The occasion was to celebrate the anniversary of the ending of WW II. The Century belongs to Rhode Island member **Charlie Ross** (#1015). Looking at these photos of the car alongside the aircraft reminds us that it

was only a few years between the manufacturing of this car to the time when auto makers, avia-

tion designers and industrial giants came together to win WWII.

The industrial designers at the time shifted gears from designing engines and bodies for domestic use to assembling military vehicles, tanks and aircraft for the war effort. The odd looking wings on the Corsair were not new to aircraft design and were used before, most notably on the German Stuka dive-bombers.

The wings attachment caused the fuselage to ride higher giving the Corsair's big propeller more ground clearance on takeoff and landing. The gull wing design improved air flow with the



added benefit of storing more oil. One added bonus to the gull wing design was a better view below the cockpit and at 400 mph you need all the help you can get.

Continuing this design development of aircraft wings, the P-51 Mustang's revolutionary elliptical wing design allowed it to fly at high speeds with out adverse effects due to air flow turbulence. The fuselage was made narrower and the cockpit was lowered to further take advantage of aerodynamics. With an added fuel capacity and the new Rolls-Royce Merlin supercharged engine the P-51 made for a great fighting machine.



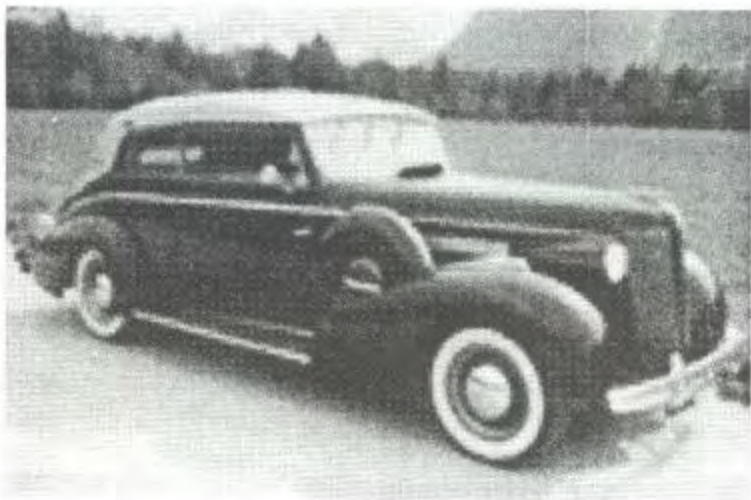
Up to the introduction of the P-51 and its speed, long range and aerodynamic capabilities, other allied fighters could not fly escort with the boomers all the way to the targets. Thanks Charlie for these photos.

This bottom photo shows another 1937 Buick that was for sale at the *Oltimer Auction* in Switzerland last November.

This Special Convertible Sedan, with sidemounts, had coachwork by the Swiss firm of *Tüscher*. Thanks to member **Peter Landsbergen** (#1095) in Los Altos, CA for sharing this photo.

Peter believes in driving his cars. Here, at the top of page 6, is his '37 Cadillac Sedan. It's shown on a snow covered road in BC, Canada last November. It was on its way to Prince Rupert where it will hibernate until April. Then Peter and his wife will tour southern Alaska.

In the next photo we see a yellow '37 Buick Sport Coupe with jump seats owned by Jerry



Albamonte of Wonder Lake, Illinois. The Jan/Feb 2000 issue of *REMINISCENCE* magazine ran a story on this interesting car.

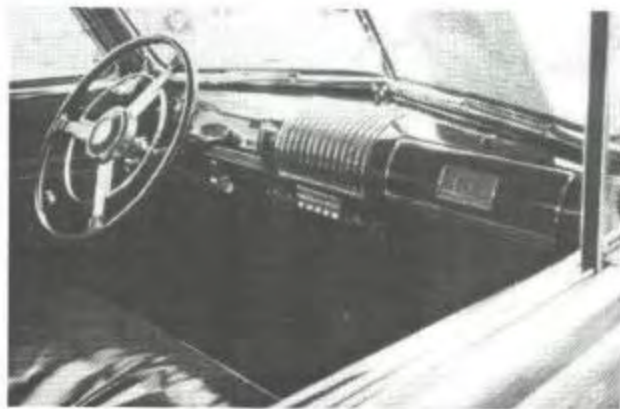
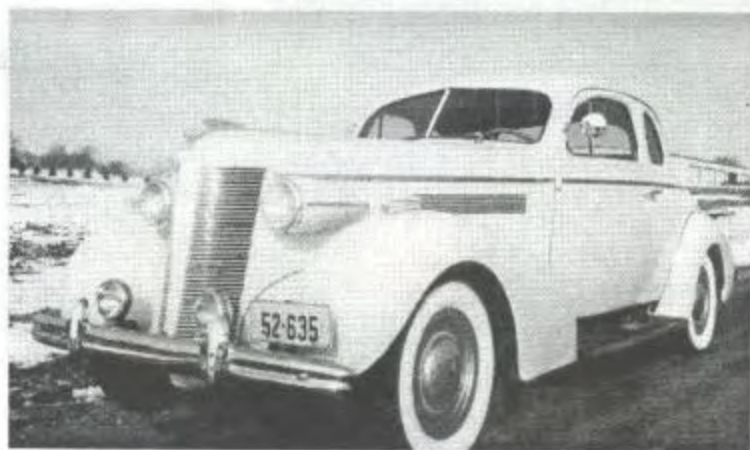
"I started taking it apart to make a hot rod," comments Jerry. "But my kids talked me out of it because the car was 95% original." Whew! That was close. Thanks kids.

We're glad to report the car is now 100% restored original. (ED: except for the paint color). Jerry is glad he listened to his children.

"I've entered it in local car shows and won some prizes," he continued. "It made all the work worthwhile."

Lastly, this beautiful 1939 Special Convertible Coupe Model 46C, on page 6, belongs to **Tom Krake** (#1123) in Cannel Fulton, Ohio. It's gray with red wheels and has Trippe lights as well as a spotlight.

The dashboard, steering wheel and horn button are maroon with red leather seats. A very attractive car.



Harry



1937-1938 BUICK CLUB EASTERN MEET AND TOUR RED WING, MINNESOTA JUNE 6-7-8-9, 2000

Dave Wettersten (#887) - Falcon Heights, MN - Tour Leader

Red Wing, in southeastern Minnesota, is a lovely, historic community situated along the Mississippi River the heart of the Mississippi Valley. Surrounded by bluffs it is well known for its natural beauty. Our host hotel, the **St. James**, is on the National Register of Historic Places and features an attractive shopping court, dining, and elegantly restored guest rooms.



We will be touring the Great River Road loop along a scenic drive of the Hiawatha Valley following both the Minnesota and Wisconsin sides of the Mississippi river. We will also be touring along the St. Croix river to Stillwater, Minnesota, a river valley and town equally as pretty as the Hiawatha and Red Wing.

For those interested in independent excursions, Red Wing is about an hour (in a modern car) from St. Paul/Minneapolis and the Mall of America. However, both Red Wing and Stillwater provide ample opportunity for shopping. For golfers, there are links nearby. You might consider staying an extra day to take a ride on a paddlewheel boat like the Mississippi Queen down the Mississippi River. Dave and Carolyn Wettersten will arrive Tuesday afternoon.

----- (please copy and return this completed form) -----

2000 EASTERN MEET REGISTRATION

Name _____

Address _____ City _____ Zip _____

Phone _____ Tour Car Year/Model _____

Meet Registration Fee - \$12.00/Car (hospitality room, etc.)

- | | |
|--|------------------|
| •Wednesday 6/7 Tour | #Attending _____ |
| •Thursday 6/8 Tour | #Attending _____ |
| •Friday 6/9 Tour | #Attending _____ |
| •Friday 6/9 Dinner (Cost will depend on order) | #Attending _____ |

Make Checks Payable To:

David Wettersten

1724 Asbury Street • Falcon Heights • MN 55113-6250 • Phone (651) 644-1019

HOST HOTEL

St. JAMES HOTEL, 406 Main Street, Red Wing, MN 55066 • Phone 1-800-252-1875 or (651) 388-2846

Make reservations direct with the hotel, and don't forget to mention the 37-38 Buick Club to get this

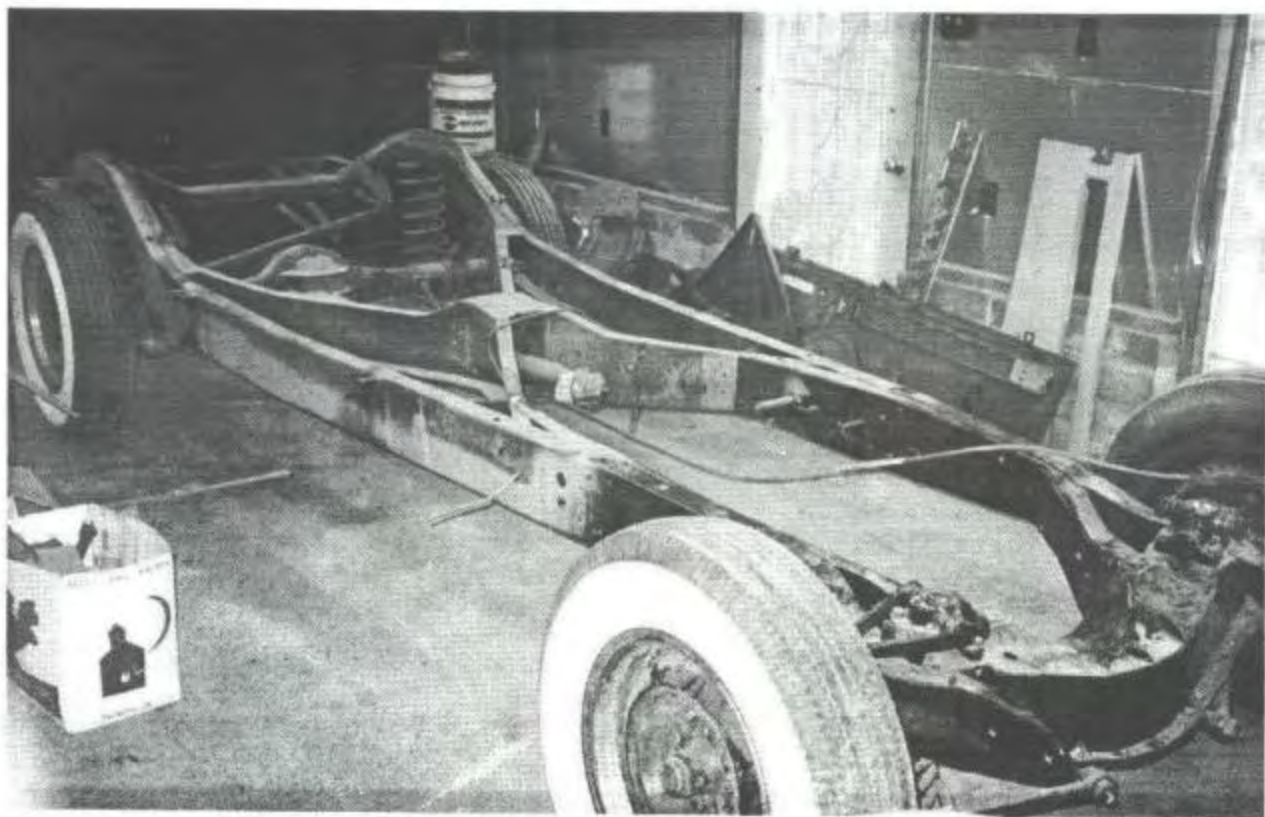
Special Rate: \$86 + tax — 20 rooms are being held until May 8.

Cover Cars

Front cover: This 1938 Buick Special 4-Door Sedan Model 41 belongs to **Mark Jordan** (#1297) in San Francisco. This re-creation of a W.W.II scene appeared in *SWING TIME* magazine. The pretty young lady, wrench in hand, is about to work on the car. Don't know what she expects to accomplish with that pair of vise grips. Back cover: Mark's car also appeared on the cover of the San Francisco Weekly newspaper. That's Mark on the left. Thanks for sharing these photos Mark.

MY LATEST PROJECT

By **Ted Porczynski** (#1414) - New Hope, Pennsylvania

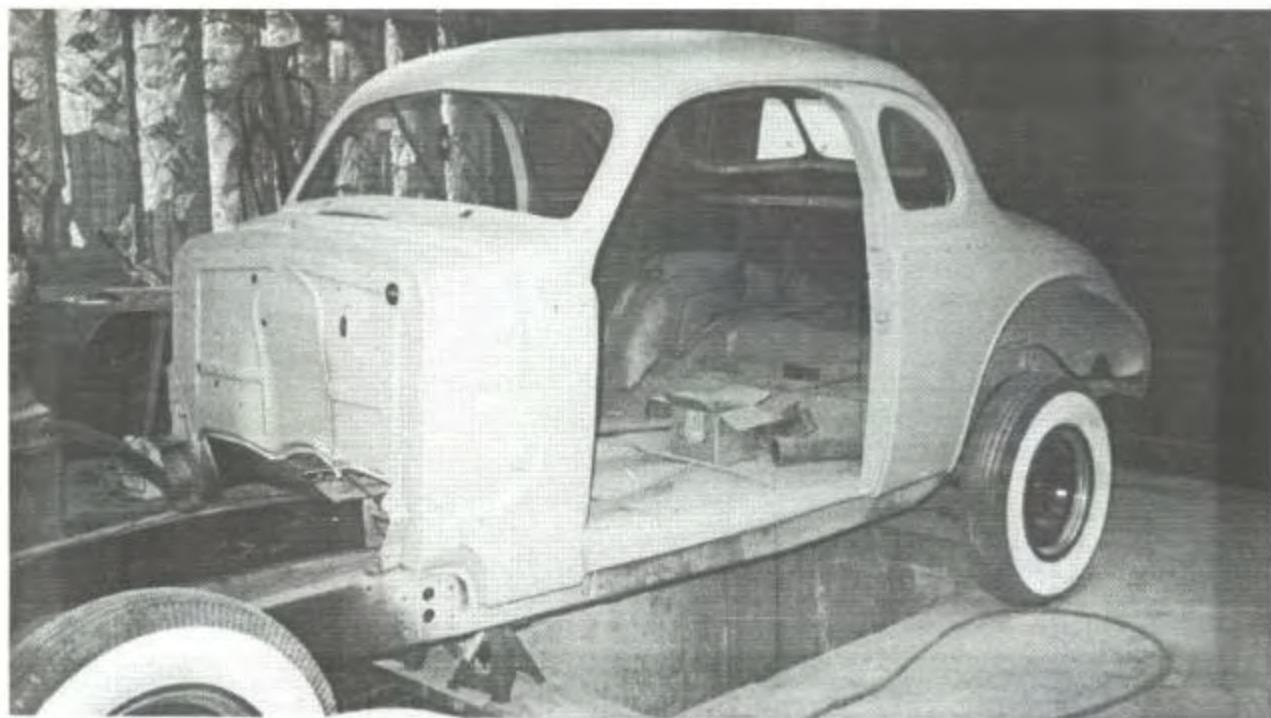


These photos are of my 1938 Buick Special Coupe. I purchased the car from the second owner in 1963. I drove it on weekends for a couple of years, then parked it in my garage. Between work, kids, muscle cars etc., the Buick sat waiting for me. Having recently retired, I felt now was the time to do it. The chassis and running gear will be:

- 4 wheel finned Buick power brakes
- Fat man dropped supports/spindles
- 3.9/3.6/3.7 rear end ratio
- 263 cubic inch engine bored 1/8 over
- Block decked and line bored
- Ross 9 to 1 pistons
- Dual carburetors



I found out a few interesting things while stripping the paint off the car. A build date was stamped in the passenger door, 2-15-38. The heat number was stamped on the outside of the door. Being a retired steel worker, I found this very interesting. It read: Heat 32T 601, Bethlehem Steel, Lakawanna Plant. I found 3 payroll numbers on the left cowl area. They are 64288, 81000 and 75450.



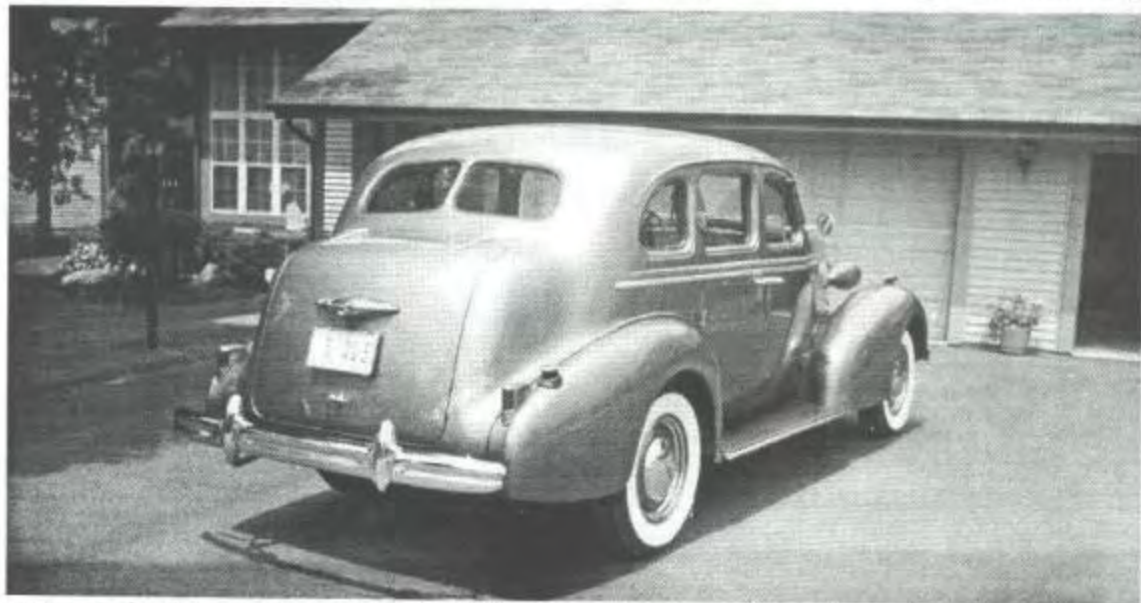
I didn't want to keep it original, but I didn't want to ruin it either. The car was a 6 wheeler but that didn't fit into my plans. All the body parts I'm modifying are spares from my 2 parts cars.

The Family HEIRLOOM

By Gerry Pagano (#961)-Smithville, New Jersey



This Special sedan model 41 has been in our family since new. It was purchased in 1937 by my grandfather. He kept it all his life and passed it on to me. It was assembled at the Linden, NJ Buick assembly plant during the plant's first year of operation. Now I work there, only we're assembling trucks instead of cars.



The car is now back to its original beauty after a 5 year restoration. Included in the restoration were: new rubber, glass channels, tires, Acuff running boards, wiring harness, complete interior and carpets. All the outside chrome has been re-plated.



We kept the original woodgraining on the dash and garnish moldings as it was in good condition. The original dash plastic knobs are still looking good and retain their light color. And we kept the original glass. The Donaldson steering wheel is starting to darken a bit since it's been on the car about 12 years.



The body was chemically stripped and re-painted in its original color, Windsor (light) gray. We used three coats of lacquer followed by three of clear lacquer. Granddad would be proud of the old girl!

BUICKS IN COLOMBIA

By José Pardo (#558)- Cali, Colombia

EMPRESA DE AUTOMOVILES

"LA FLOTA BLANCA"

CALI - COLOMBIA

TELEFONO NUMERO **75**

Las tarifas más bajas. Automóviles equipados con finos aparatos de radio. - Carros modelo 1937, los más finos y elegantes llegados a la ciudad, cuenta con un selecto grupo de choferes, cultos y expertos conocedores de los deberes para con el público que deposita en ellos su confianza. - No olvide usted que tenemos para cada gusto un automóvil. Recuerde bien.

LA FLOTA BLANCA

TELEFONO No. 75



Un grupo de automóviles de la Empresa "LA FLOTA BLANCA".

Since the creation of the National Transportation Museum here in Cali, we have been collecting a great amount of historical printed material, some of it related to automobiles. I found this advertisement for a taxi company that shows two 1937 Buick look-a-likes that I believe are 1937 Studebakers. The text reads:

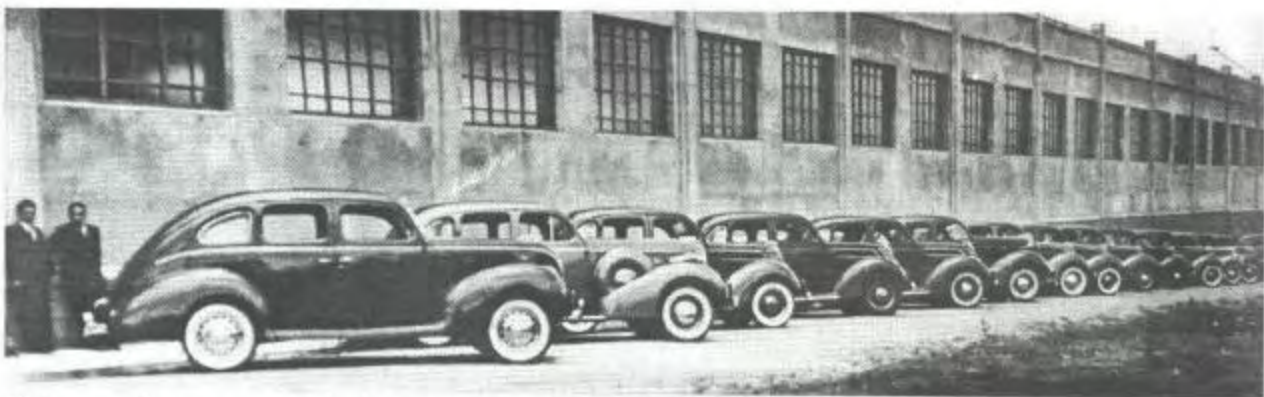
"White Fleet"

Automobile Company Cali, Colombia

Telephone number 75

"The lowest fares. Automobiles equipped with fine radios. 1937 Model cars, the finest and most elegant to arrive in town, with a select group of drivers, cultured and expert at the duties with which the public entrusts them. Don't forget that we have an automobile for every taste."

It is interesting to see 75 as the phone number, since this was at the time when telephones were manually connected by the switchboard operator. Today the phone numbers have seven digits, for example 444-4444 can be used to call a taxi.



This row of cars were parked next to a warehouse of the Colombian Transportation Society. They were used to transport passengers between two railroad terminals. The second car is a Buick, possibly a 37-41.

1938 BUICK *Limited*

By Harry Logan (#651) - Los Altos, CA

This 1938 Limited ad appeared in a 1938 issue of the National Geographic magazine. The Limited was parked in front of the Greenbrier Resort in West Virginia. Note the lack of bumper medallion. The photo below shows the 1938 Limited with the bumper medallion. Why some '38 bumpers have the medallion and others do not is a mystery. This image came from a 12" x 15" four page, sepia and black colored folder called "Motoring's Biggest News."



Stylenmasters

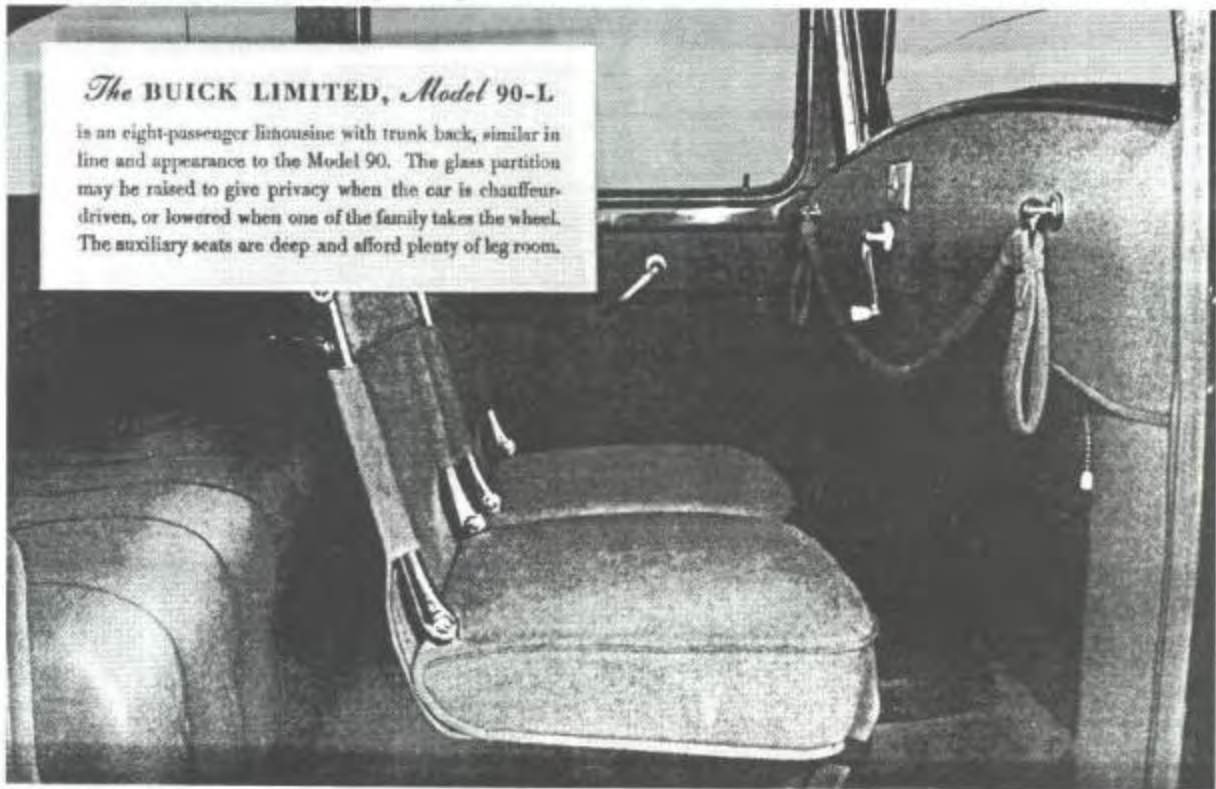
FOR 1938
THE BUICK LIMITED
THE BUICK ROADMASTER



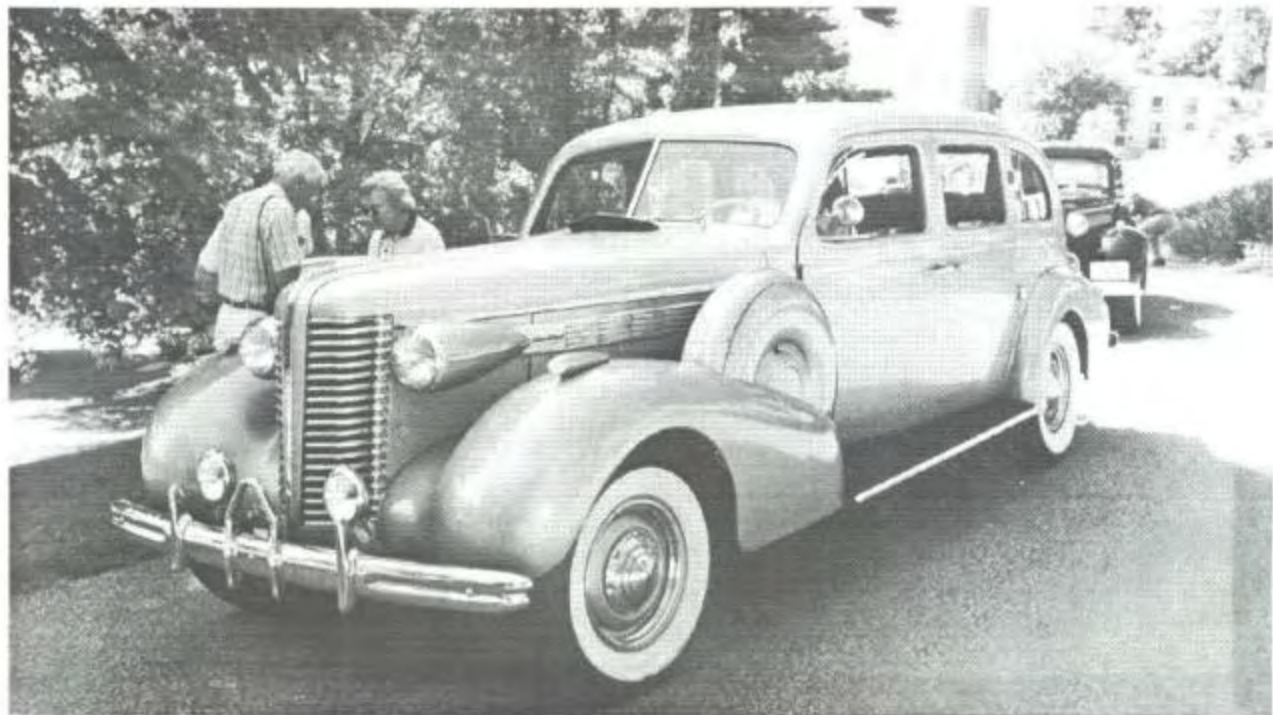
Buick even put out a separate catalog for the Limited and Roadmaster. The Limited came in three versions, the model 90 8 passenger 4-door trunk back sedan, the model 90L 8 passenger 4-door trunk back limousine and the model 91 Six passenger trunk back sedan. All had a 140 inch (3.5 meter) wheelbase.

The BUICK LIMITED, Model 90-L

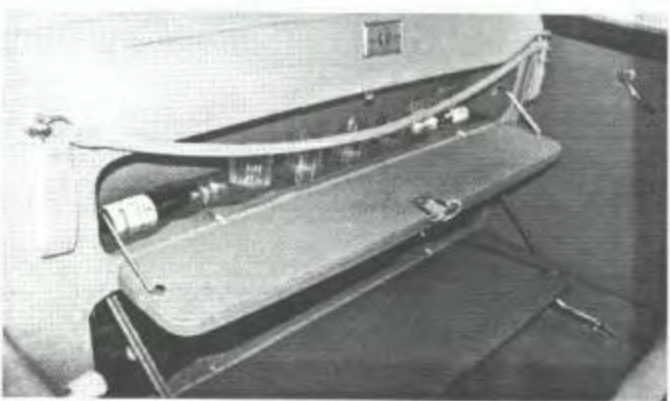
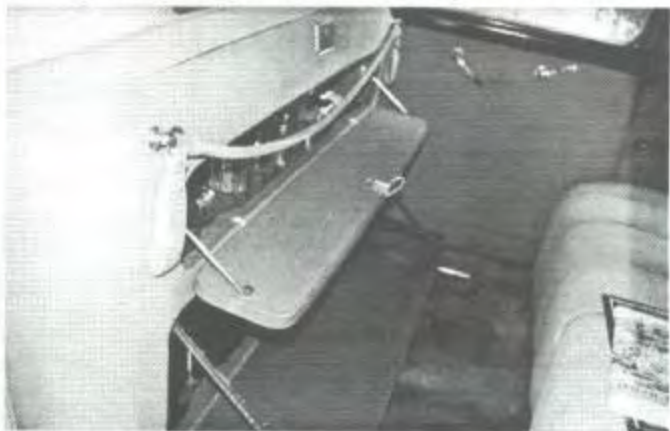
is an eight-passenger limousine with trunk back, similar in line and appearance to the Model 90. The glass partition may be raised to give privacy when the car is chauffeur-driven, or lowered when one of the family takes the wheel. The auxiliary seats are deep and afford plenty of leg room.




The 90 and 90L were able to accommodate 8 instead of 6 passengers because they had two auxiliary seats. They folded into the back of the front seat and were concealed by zippered covers. The 90L also had a glass partition that could be raised between the chauffeur and the passengers. Note the wind-up clock included on all Limiteds. It was a \$15.00 extra on Roadmasters.



This 90L belongs to **Albert Fink** (#941) in Ohio. Buick made 410 38-90Ls for domestic use and 167 for export. We have 5 members who own this model. Notice the bolt in the middle of the bumper. It hides the hole used to mount the bumper medallion. Many cars left the factory without the bumper medallion.



What's unusual about Albert Fink's 90L is it has what appears to be a factory installed bar instead of the usual auxiliary seats. Perhaps this was an option but I have never seen it advertised in any 1938 Buick literature. Does any member have more information on this bar option?



**"Egad! Harriet,
your stockings
have wrinkles!"**

**"Don't be
impertinent
Reginald, I'm not
wearing stockings!"**



Technical TIPS

By Bill Rossiter (#947)-Riverside, CA

These two photos show the engine area of my '38 Roadmaster. Note the braces on each side running from the frame up to the radiator. I did this to ensure that the radiator would not accidentally be pushed into the fan when I started the engine. Incidentally, there were holes in the frame at just the right place. They were even the right size. All I had to do was tap them out.

I did all this because I wanted to start the newly rebuilt engine without putting the fenders, nosepiece etc. back on the car in case anything in the engine area was not right and had to be pulled off and fixed.

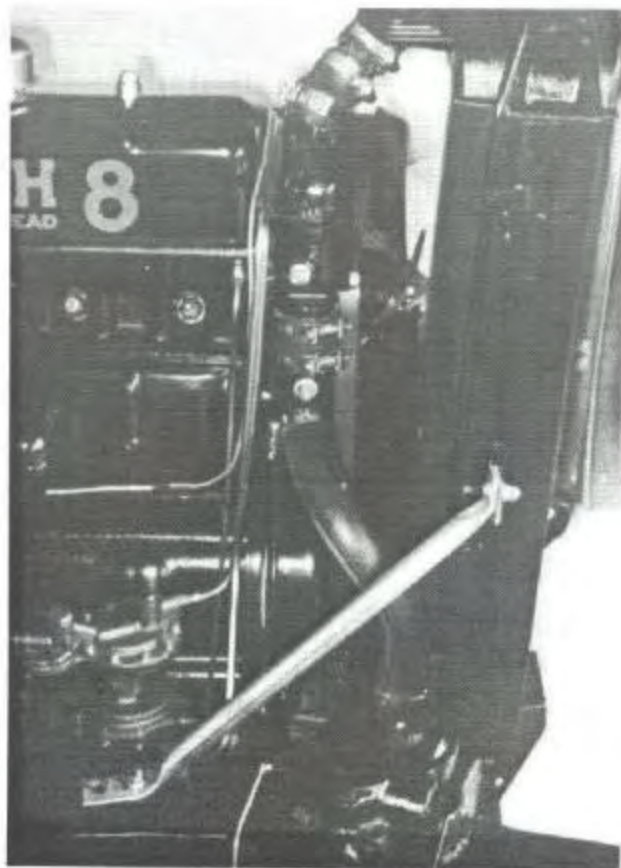
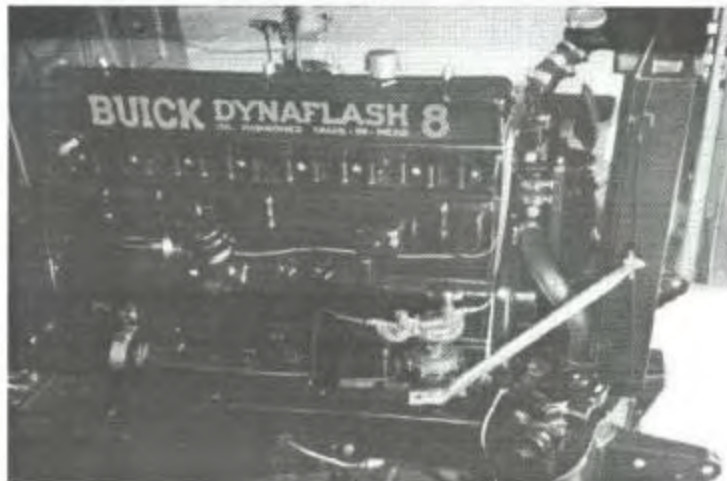
I had taken the car apart a year before I started on the restoration. At that time I had all the major items such as the engine, transmission, starter, generator and radiator rebuilt. Then I put them away for later. Once I started the restoration, I was anxious to get to a point where I could start the engine and make sure all the rebuilt pieces were OK.

Well, sure enough, when I began pouring water into the radiator from a gallon jug, the water came pouring out on my foot. It was coming out a hole near the bottom of the brand new core! Needless to say, at that point I was really glad I had taken the precaution of not putting all that iron back on the car before starting the engine to check things out.

I was also glad I heeded the advise of my machinist when he said: "Use water and not coolant when you first start the engine because it'll leak somewhere!" Of course I thought he was referring to the engine he rebuilt, not my brand new radiator core.

I learned from this that if you rebuild things far in advance of putting them to use, be sure you bench test it or run water through it or whatever it is that goes into it as soon as you get it back. Luckily the radiator man was nice (and still in business) when I brought it back with a hole and a two and a half year old receipt!

BEFORE PUTTING THINGS BACK ON...



RESTORING 1938 BUICK HUBCAPS

Technical TIPS



By Lawrence Mahle (#1196)-Clarion, PA

Are your 1938 hub caps dented and in need of refinishing? Then you have probably discovered that they are almost impossible to locate and are no longer being reproduced. Here's how I handled this situation.

The first thing that needs to be done is to take the hubcaps to a chrome shop and have the chrome stripped off. This simplifies the remaining process.

The hubcaps are made up of two parts; a base and then a thin chrome cover (*skin*). This outside cover is made of light gauge brass and after the stripping process, there may be some residue remaining in the creases or rings. This can be removed with a Cratex wheel or a Dremel tool.

The next step is to relax the crimping that holds the brass cover to the base by the use of a wide screwdriver. Be careful not to stretch the metal any more than is necessary for its removal.



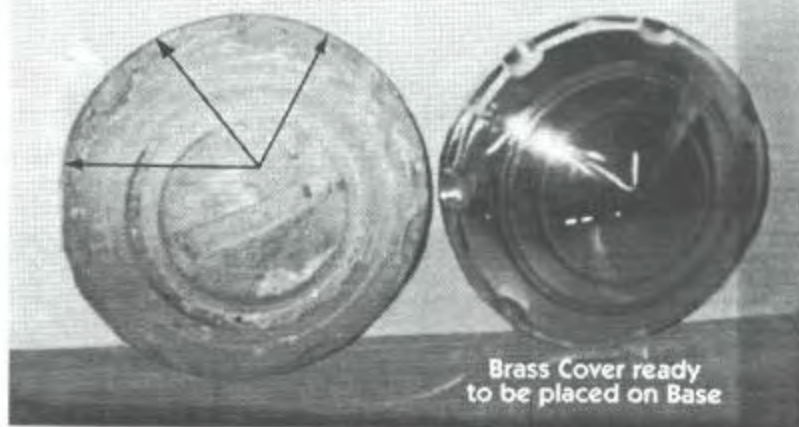
The first photo shows what the brass outer skin looks like after being removed from the base. Use a pick or other suitable tool to remove the dents and depressions and then a mill bastard file about 1" (2.5cm) wide can be used to smooth the

areas that you have worked on. Then start with a 320 grit sandpaper and work up to a 600 grit. If you have a polishing wheel, use it to achieve a very smooth surface.

Then grind smooth 4 to 6 spots around the edge of the base and re-attach the brass cover and re-crimp it to the base. Use a silver solder of 40% silver content to attach the cover to the base. This will enable the chrome to be put on properly during the plating process. Take it to your chrome shop and have it re-done to your satisfaction.

After you get the hubcaps back, you can finish them by painting the lettering and stripes black.

Grind smooth 4 to 6 spots
around the Base to
silver solder Brass Cover



Brass Cover ready
to be placed on Base



Technical TIPS

Motor Age Magazine - August, 1941

NEW TIRES NEED NEW TUBES

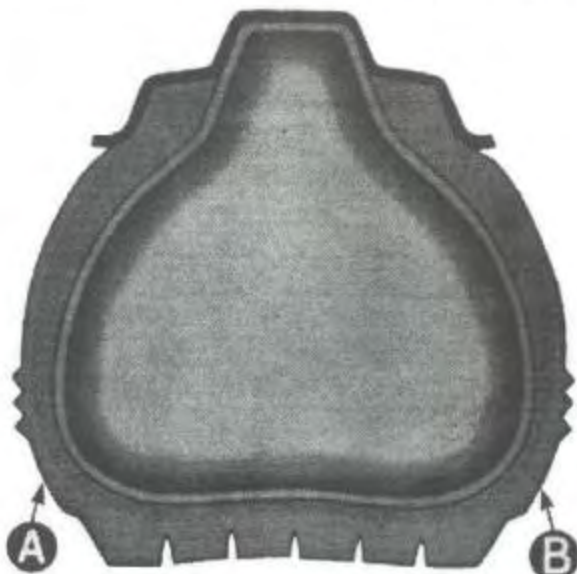
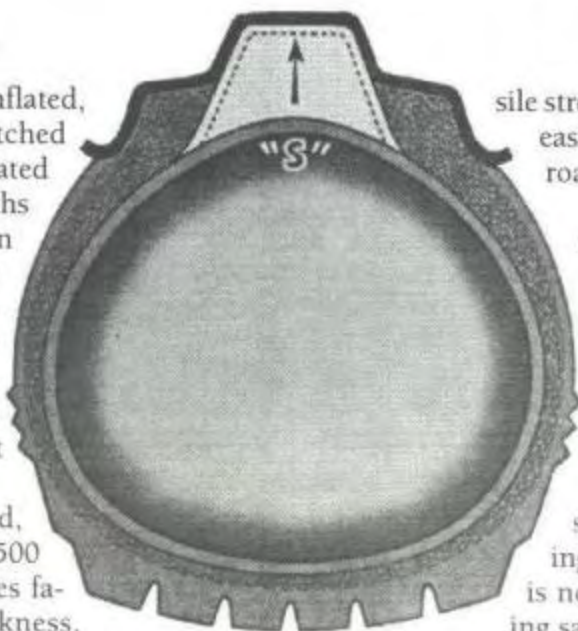
When a new tube is inflated, the section at "S" is stretched and thinned out as indicated by the dotted lines. Months of service give this section a permanent set. Such a tube is liable to damage a rim, through wrinkling or otherwise, and there is always the danger of buckling under and pinching at the bead.

In operation under load, the tube flexes more than 500 times per mile. This causes fatigue, which means weakness, particularly at points "A" and "B", where there is a constant hinge action. The tube, losing ten-

sile strength and elasticity, is more easily torn and less resistant to road hazards.

Both the casing (tire) and tube grow in cross section with months of service. This can be shown by laying an old tube over a new one of the same size, particularly at the bead, leading to a possible blowout.

These illustrations show that a tube, after serving the lifetime of one casing, is not up to the job of rendering satisfactory service in a new one. New tubes mean longer and better service from their new tires!



1938 BUICK DELUXE GRILL GUARD

Technical TIPS



By Harry Logan (#651)-Los Altos, CA

BUICK		NUMBER 113
PARTS RELEASE AND CHANGE NOTICE		NO. PAGES 1
EFFECTIVE NOVEMBER 1, 1937		PAGE NO. 1
BUICK MOTOR DIVISION GENERAL MOTORS SALES CORPORATION		PLANT, MICHIGAN
DESCRIPTION		LIST PRICE
GROUP	PART	
	NEW ACCESSORY	
	BUICK	
	DELUXE GRILLE GUARD	
		



This new for 1938 accessory, for some reason, is not shown in the 1938 Buick Accessories Facts Book. One of our members had points deducted at a show because a judge did not believe this was a 1938 Buick accessory.

Buick included the above photo in their Parts Release and Change Notice dated November 1, 1937. It stated:

"Modified triangle and OxBow design which harmonizes with the center medallion and bumper guards. Made of heavy steel stamping, nickel chromium plated. Protects the radiator and prevents locking of bumpers. Dealer cost \$1.75, List Price \$2.95. Stocked at all GM Parts Department warehouses."

This must have been a popular accessory with other GM owners as well as I have seen it on a 1939 Pontiac and a 1938 Chevrolet. Thanks to **John Johnson** (#697) in Illinois for sharing this with our members.

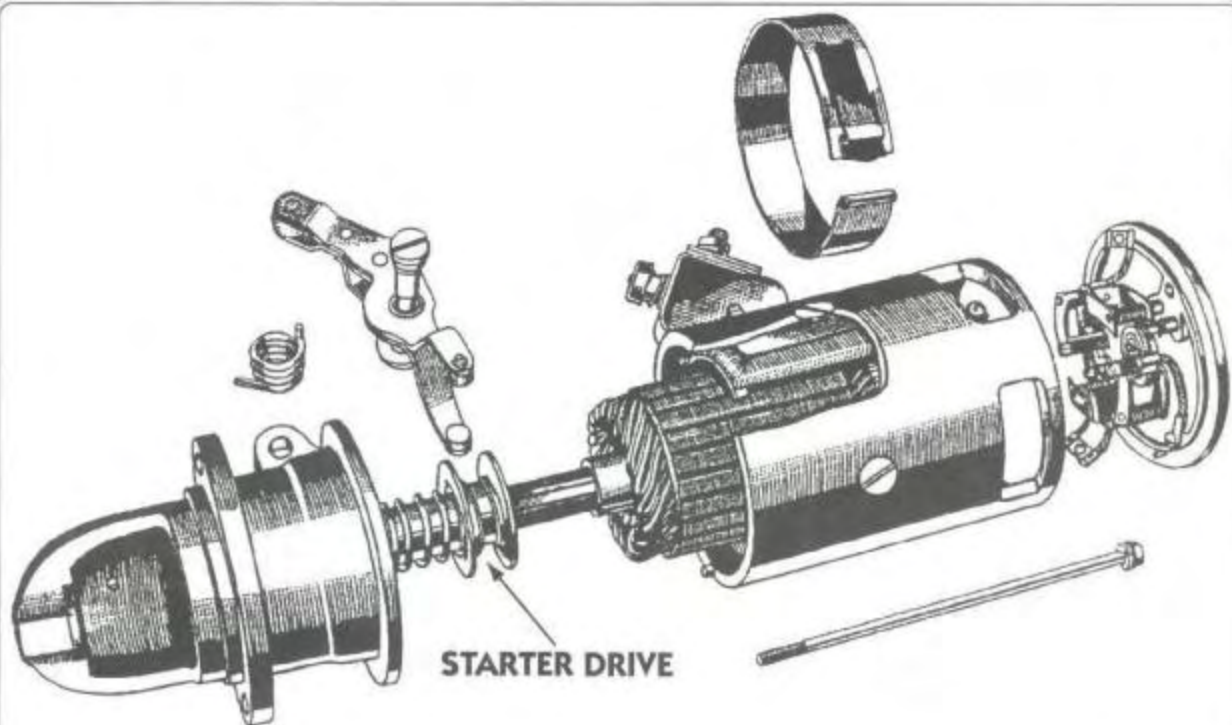
The bottom photo shows **Laurie Ronberts'** (#1046-New Zealand) '38-41 taken on our trip to New Zealand in 1996. The photo was also featured on our **Torque Tube Volume XIV -#4** back cover.



Technical TIPS

STARTER PROBLEMS

By Harry Logan (#651)-Los Altos, CA



When you start your car, the Starter Drive slides forward on the armature shaft and engages the flywheel ring gear. Then the starter motor turns the flywheel (and engine) until the car starts.

This Starter Drive (p/n 1874156) was used on all straight eight Buicks from 1932 to 1953. It was also used on the following cars probably up to the 1950's. The reference book I used was dated 1938 which is why this is the latest date.



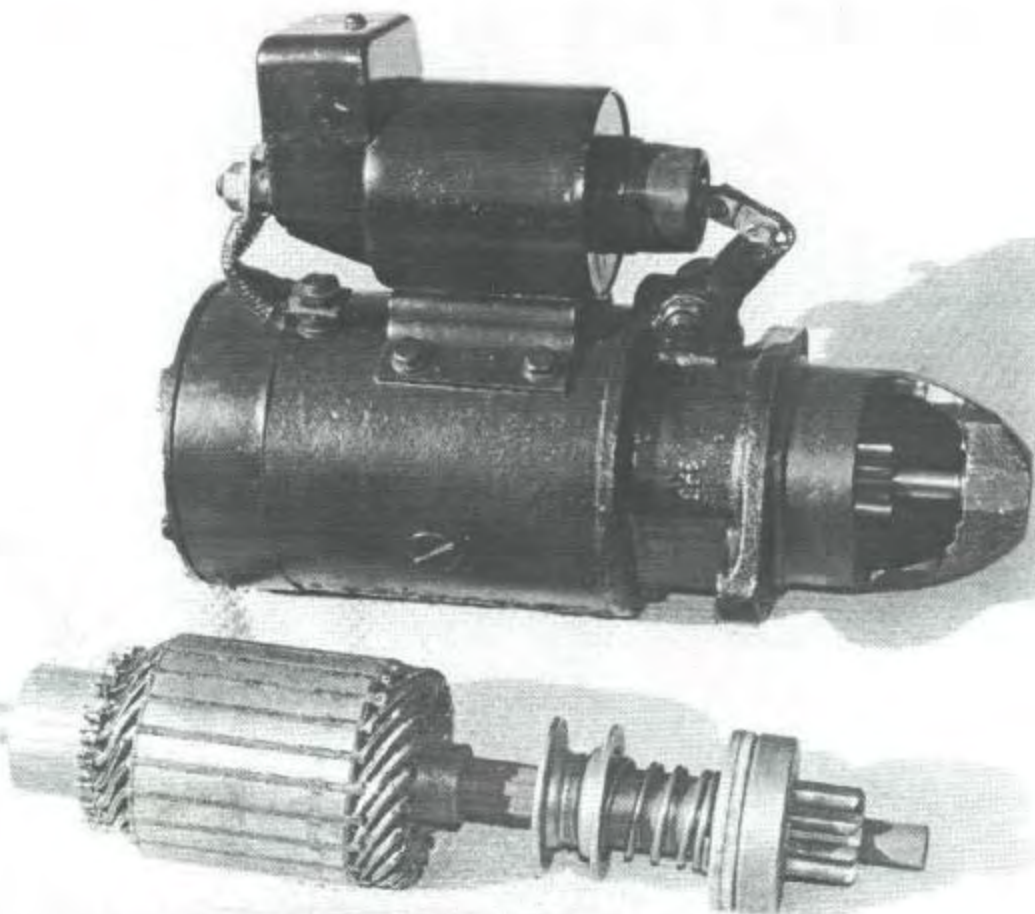
Cadillac 8 1936-37-38
Cadillac 16 1938-39
Chrysler 1933-34
DeSoto 1933-34
Dodge 1933-34-35
LaSalle 1934-38
Olds 1932-38
Plymouth 1933-34

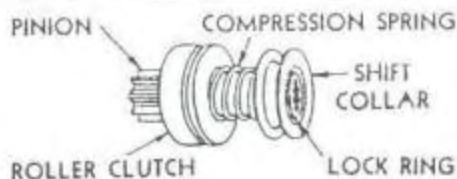


COMPRESSION SPRING

Bob's Automiblia (805) 434-2963 sells replacement starter drives. Part No. SD-373. Price \$29.00. If the starter rotates, but the Starter Drive gear does not engage the flywheel, you may have a weak compression spring. This will usually be indicated by a loud grinding noise when the pinion meshes with the flywheel teeth.

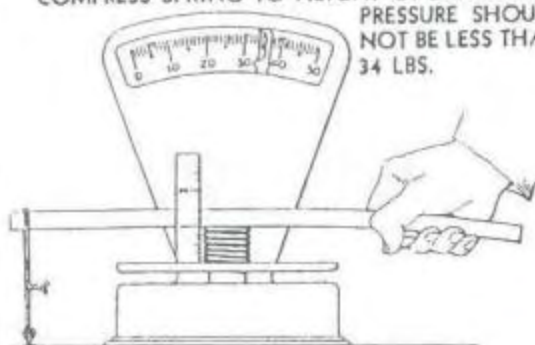
First examine the shaft on which the Starter Drive assembly slides. If the shaft is gummy it should be thoroughly cleaned and lubricated with light machine oil so that the assembly moves freely on the shaft.





CLAMP IN VICE
AS SHOWN
PRY OUT LOCK RING
AND REMOVE COM-
PRESSION SPRING

COMPRESS SPRING TO HEIGHT OF EXACTLY 1".
PRESSURE SHOULD
NOT BE LESS THAN
34 LBS.



Checking Starter Pinion
Compression Spring Pressure

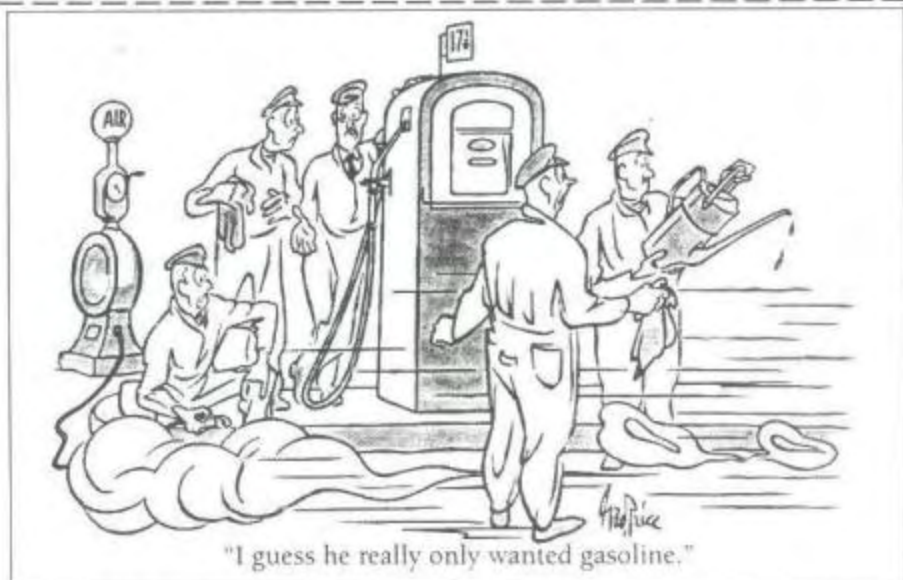
If this doesn't help, then remove and check the compression spring. Spring pressure should be at least 34 pounds when the spring is compressed to a height of exactly 1 inch (2.54 cm).

Probably the most common starter problem is worn brushes. And when replacing brushes, don't just check for size alone. Be sure that the replacement brush is a real starter brush, not a generator brush. Generator brushes are primarily carbon and have relatively high resistance. Starter brushes, however, contain a high percentage of copper or bronze, and when they are scraped lightly with a screwdriver, they will show a coppery color.

STARTER
BRUSH



GENERATOR
BRUSH



"I guess he really only wanted gasoline."

Thanks to **Anthony Wright** (#1192) in New York City for sharing this cartoon.

WELCOME *New Members*

Daniel Lash (#1468)
20784 Cannon Dr.
Clinton, MI 48038
37-46C

Ed Johannemann (#1469)
2602 Turbridge Lane
Alexandria, VA 22308
38-41

Robert Lyng (#1470)
419 N. Wawaset Road
West Chester, PA 19382
38-41

John Follou (#1471)
4824 Bankfield Ct.
St. Louis, MO 63128
37-41

Joe Beauchamp (#1472)
World Financial News Network
1425 4th Ave., Suite 510
Seattle, WA 98101

Terry Williams (#1473)
2391 Austin Street
League City, TX 77573
38-46

James Cavanaugh (#1474)
2005 Thoroughbred Dr.
Wadsworth, OH 44281
37 Special Model ??

Ralph Ishmael (#1475)
11893 Old Ranch Road
Victorville, CA 92392
37-61

Wray Woodman (#1476)
30041 Township Rd.
Abbotsford, BC
Canada V4X 1Z4
37-46

Jan Burry (#1477)
315 Manitou St.
Northfield, MN 55057
38-90L

James Reikowsky (#1478)
601 Woodside Ave., NE
North Canton, OH 44720
37-46C 37-46

Roger Talbot (#1479)
12827 Chaparral Ave.
Saratoga, CA 95070
Howard Tipping (#1480)
155 Bridge St.
Raynham, MA 02767
37-61

Kenneth March (#1481)
RD #1, Box 211
Thomasville, PA 17364
38-41

Rex Borough (#1482)
17426 Dellhaven Ct.
Castro Valley, CA 94552
37-66S

Robert Bradley (#1483)
499 Ledge Road
Macedonia, OH 44056

Parts **FOR SALE**

• VARIOUS PARTS

1937-1938 cowl vent with screen. Nice condition.....	\$40
1937-1938 Right running board. Buyer pays shipping costs.....	COD
1939 Buick ashtray, simulated wood grain, painted.....	\$35
1939 Horn ring, good.....	\$60

All parts except COD include postage.

Payment in US funds only, certified check or bank money order please.

Bruce von Zuben Sr.
Box 745
Grassy Lake, Alberta
Canada T0K 0Z0
(403) 655-2251

• 1937 PARTS

1937 original hubcaps, fair to good condition...	\$100 set of four
Large Series Spark plug cover, very nice.....	\$125
Master cylinder body and parts. Re-buildable.....	\$40

Steve Nathanson (#656)
Walnut Creek, CA

Phone (925) 947-6711 E-mail: my37buick@aol.com

• **1937 & 1938 PARTS**

The following is just a portion of what's available. Call with your needs.

• **1937 PARTS**

80 & 90 Cowl stainless.....	\$40 pair
40/60 Series rear brake cables, good condition.....	\$40 pair
Master and deluxe heaters.....	\$75 each
Century brake & clutch pedal assembly.....	\$35
Century radiator.....	\$75
Special radiator.....	\$75
Rear springs 40 & 60, good condition.....	\$100 pair
Radio delete plates.....	\$15
Small series throttle linkage.....	\$25
Big Series rocker assemblies.....	\$50
Fender lights.....	\$65 pair
Trunk lights, complete.....	\$50
Tail lights with lenses, all series.....	\$50 pair
Wiper transmissions.....	\$50 pair
Special manifold.....	\$75
Throttle cable.....	\$20
Special transmission.....	\$100
Special splash pans.....	\$40 pair
Century hood.....	\$100
Headlight switch.....	\$20
Radio grilles.....	\$15
Wiper motors.....	\$15
Trunk hold-up arms.....	\$20
Sun visors.....	\$15
Bumpers.....	\$40 each
Bumper arms.....	\$15 each
Steering wheel.....	\$50
40 & 60 running board brackets.....	\$50 set
Buick creast badge for hood trim strip.....	\$50
Gas pedal.....	\$15
Small and large series generators.....	\$75
Large Series AA-2 carburetor, complete.....	\$250
Instrument cluster with working temp. gauge.....	\$100

• **1938 PARTS**

Rear fold-down accessory guard.....	\$175
Special sidemount fenders with cover & brackets.....	\$1800
NORS rear break cable, 40 & 60 series.....	\$50
Small series air cleaner.....	\$50
40 & 60 series NOS wiper transmissions.....	\$250 pair
Fender lights.....	\$100 pair
Limited left visor.....	\$25
Large series transmission, very good condition..	\$300
Glovebox clock hole filler.....	\$15
Limited door sills.....	\$75 set of four
Hubcaps, used.....	\$20 each
AAV-1 Stromberg carburetor complete.....	\$150
Breather tubes.....	\$10 each
Trunk hold-up arms.....	\$20
734Z starter with solenoid.....	\$50

Horn button.....	\$10
Special hood lettering.....	\$20 pair
Defroster ducts.....	\$15 pair
Wiper transmissions.....	\$50 pair
Rear license plate stand, bracket & light for sedan.....	\$45
Tail lights, complete.....	\$75 pair
Assist straps with screws.....	\$10 each
Throttle cable.....	\$20
Special radiator.....	\$75
Battery tray.....	\$20
Generator.....	\$50
Special manifold, complete.....	\$75
Special hood sides & tops.....	\$25 each
Grille, no cracks, minor pitting.....	\$200
Century radiator.....	\$100
Cigarette lighter.....	\$25
Rear muffler hanger, NOS.....	\$35
Trunk emblem.....	\$40

• **1937 & 1938 PARTS**

NOS voltage regulator, 4 post.....	\$125
Restored nose stainless.....	\$200
Limited dome lights.....	\$45
Large series sidemount cups.....	\$75 pair
Big Series spark plug cover.....	\$75
Special running boards, solid cores.....	\$200 pair
Headlight buckets.....	\$20 each
Large Series air cleaner.....	\$75
Large series fan belts, new.....	\$15
Map light switches.....	\$15
Small series spark plug covers.....	\$40
Rear fender splash aprons.....	\$15 each
Big Series manifold ends.....	\$50
16" beauty rings.....	\$10 each
Headlight bezels.....	\$20 each
Trunk hinges.....	\$50 pair
Front arm rests.....	\$25 pair
40 & 60 rear vent windows, need plating.....	\$50 pair
Rear view mirrors.....	\$15
Special rear motor mounts.....	\$15
Century rear motor mounts.....	\$35
40 & 60 4 dr. sedan doors.....	\$75 each
Front vent window frames & mechanisms.....	\$35 each
Big Series fuel pump cores.....	\$50
Keyed ignition switches.....	\$35
4-Post voltage regulator, used.....	\$25
15" Beauty rings.....	\$10 each
Headlight adjusting buckets.....	\$100 pair
Front license plate bracket.....	\$35
Horn ring, mint condition.....	\$100
Special sidemount covers complete.....	\$350 pair

• **VARIOUS PARTS**

1939 NOS Special Carter carburetor (419S).....	\$150
--	-------

(this Parts Ad continued on page 28)

(Parts For Sale continued from page 27)

1939 40 & 60 series wiper transmissions.....	\$200 pair
1939 Jack, used.....	\$100
1939 Horn ring, excellent condition..	\$100
1940 Jack complete.....	\$150
Dave Tacheny (#997)	
11949 Oregon Ave. N.	
Champlin, MN 55316	
(612) 427-3460	

• **1937 & 1938 PARTS**

1937-40 Second and third speed sliding sleeve.....	\$25
1937-1938 all, transmission main drive bearing.....	\$15
1937-1938 40-60 Outside door handle, non-locking, used (marked H30087 or H322553)	\$10 each
1937-1938 40-60 Outside door handle, non-locking, used (marked H17712 or H33912 or H30075)	\$10 each
1937 40-60 Locking door handle, less lock, 1st type with offset shank, #4074570, marked T19500.....	\$35 each
1938 40-60 locking door handle, less lock, #4089306, marked T19541.....	\$35
1938 right tail lamp door, used.....	\$10
1038-40 after engine #4-3445305 rocker arm assembly, used...	\$35
1937-1938 all, generator armature.....	\$30

All parts are NOS except where noted. Add 15% for postage.

Bob Graves (#1136)
56 Dartmouth St.
Lynn, MA 01904
Phone (eves): (781) 593-9534



Parts WANTED

WANTED:

Two 15 inch used black or white wall tires
to fit into my Century's sidemounts.
Tread wear not important.

Jim Woolsey (#1221)
2052 Cima Ct.
Carlsbad, CA 92009
(760) 943-1331

Literature FOR SALE

FOR SALE:

- 1937 Buick large deluxe color catalog
(brochure) showing all models. Very nice
condition.....\$86. (including postage)
- 1937 brown sales brochure.
Still has sealing tab on it.
Excellent condition ..\$26. (including postage)
Wallace Walmsley (#1324)
4732 Bancroft St. #7
San Diego, CA 92116-1663
(619) 283-3063

Cars FOR SALE

FOR SALE - 1938 SPECIAL:

1938 Model 41 trunk back touring sedan, burgundy, restored all original. Ready to drive or show. Buick National award winner. 70,000 miles.

\$13,500.

Call between 5-9p.m. cst.

John Gillio (#1016)

15329 Ridgeland

Oak Forest, Illinois 60452

708) 687-4303



FOR SALE - 1938 SPECIAL:

1938 Special Model 41. - 34,700 miles, Van Gogh Green (clear coat paint 11/97) Engine .030 oversize, Original interior, 3.9 Ring & pinion gears, Fog lights, Turn signals and much more.

Full description & pictures available.

\$18,500. or close offer

James Rufener (#767)

19612 Salmonson River Rd.

Mora, MN 55051

Ph: (320) 679-9294



FOR SALE - 1937 CENTURY:

Trunk-Back 4-Door Sedan Model 61. "Original." Runs great, new white wall tires. Original interior. Original spare tire, manuals, California plates and amber fog lights. Solid driver.

\$8,037.

Steve Nathanson (#656)

Walnut Creek, CA

Phone (925) 947-6711

E-mail: my37buick@aol.com

FOR SALE - 1938 SPECIAL:

1938 Buick Special, fully restored, in safe storage, no sidemounts, white-wall tires, gun-metal silver, vintage, original upholstery, under 50,000 miles.

\$8,000.

Contact Jeff Forbes

(507)932-5649 (jnlforbes@juno.com)

FOR SALE - 1937 CENTURY:

SPORT COUPE Sale or trade, modified, Nova front sub-frame, 1982 Buick V6, Turbo 350 transmission, air conditioning, power steering & windows, 20,000 dependable miles since completion.

\$14,000.

obo or trade for 1947-48-49 sedanette or convertible of equal value.

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New Barn, NC 28562

(252) 635-9052

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- 1994-1995 Volume XIII - Numbers 2, 4, and 6
- 1995-1996 Volume XIV - Numbers 3 through 6
- 1996-1997 Volume XV - Numbers 4 through 6
- 1997-1998 Volume XVI - Numbers 1 through 6
- 1998-1999 Volume XVII - Numbers 1 through 6

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SUN VISORS

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Complete Research Package \$50.00, \$60.00 if shipped outside the USA.

Additional information available upon request, or send year, model, serial number, engine number, car photo (if available) and Fisher Body data plate rubbing.

1937 BUICK HIGH QUALITY VIDEO

1937 Buick video made from the only known copy of a 16 mm black & white sound film produced by Buick Motor Division in 1937. The tapes have been made by a professional video dubbing studio. They are very high quality and are produced from a digitally mastered original.

Video runs approximately 32 minutes and contains a number of segments showing the construction of the 1937 Buick and Buick's place in American society. Historically significant item. **SATISFACTION GUARANTEED. \$39.95 including shipping.**



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1937-38 BUICK



FRONT FLOORMAT
1937-38 All Models
Black or Brown
FF-378.....\$195.



DOOR WEATHERSEAL-SPONGE
Glue-in.....DW-378.....\$1.80 ft.
Clip-in.....DW-80.....\$3.25 ft.
Clips.....WC-80.....\$.75 ea.



DOOR BOTTOM SEAL
Clip Type.....DW-369.....\$2.25 ft

TRUNK SEAL-SEDANS, 1/2" Wide;
Ser. 80-90.....TW-371.....\$35.50
Sedans, 3/4" Wide;
Ser. 40-60.....TW-371S.....\$37.50



TRUNK SEAL For COUPES, 5/8" x 1"
Sponge.....TL-369.....\$2.00 ft.
1/2"x1"x16" TL-1129.....\$47.50



CLUTCH and BRAKE PEDALS Series 40-60
Black.....CB-343BK.....\$5.95 ea.
Brown.....CB-343BN.....\$5.95 ea.



PEDAL FLOOR SEALS; All Models
.....FS-375.....\$12.50 pr.



1937 ONLY! ACCELERATOR PEDALS Series
40-60 Back.....AP-37BK.....\$32.00
Brown.....AP-37BN.....\$35.50

SHIFT BOOT, 1937-38 Series 40 Only!
Black.....\$ 9.25
Brown.....\$18.50
Series 80-90 Black ONLY.....\$ 8.50



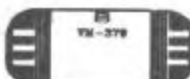
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2-Door \$62/pr. 4Door \$93/set.
GLOVE BOXES; \$27. ea.

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STROMBERG..... CK-37XS \$27.50

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TBK-343.....\$27.00

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LICENSE PLATE FRAMES. Chromed Brass
LF-333P.....\$62. Pair



FRONT END PARTS For 40-60 Series;
Upper Outer Kit.....\$39.50
King Pin Sets.....\$39.75
Lower Inner Bushings.....\$20.00
Tie Rod End.....\$27.00



EXHAUST MANIFOLDS

1937-38 Series 60-80-90
ENDS \$185. CENTER \$189. VALVE BODY \$195.

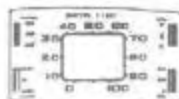
RUNNING BOARD INSULATORS. 1937-38
All Models. ALL NEW MATERIAL!
4 Needed Per Running Board.
RI-378S.....Set of 8...\$180.00



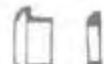
HOOD REST PADS. 1937-38 6-8 Per Car.
HR-378.....3.50 ea.



DASH GLASS, SILK-SCREENED on
Back of GLASS in COLORS as
Original. 1937.....SPEEDO DG-37.....\$38.
.....RADIO.....RG-37.....\$23.
.....CLOCK.....CG-37.....\$28.
1938.....SPEEDO DG-38.....\$38.
.....RADIO.....RG-38.....\$23.
.....CLOCK.....CG-38.....\$28.



PLASTIC DASH KNOBS DK-37(38).....\$ 6.
PLASTIC DOOR HANDLE and Window
Winder RINGS, HE-37(38).....\$ 6.



OUTSIDE DOOR HANDLE CHROME
and RUBBER GROMMETS.
1 FERRULE & 1 GROMMET Per Set.
1937.....DGF-296.....\$5./Set
1938.....DGF-380.....\$5./Set

DOOR FERRULE INSTALATION TOOL
\$20. Refundable if Returned Within
30 Days. DF-TOOL.....\$29.



1938 TRUNK HANDLE/LIGHT MOUNTING
SEAL.....DH-381.....\$8.95



MOTOR MOUNT, FRONT. All Models
ROUND PADS.....SP-338.....\$10. pr.
MOUNT.....MM-347.....\$51. pr



TRUNK HINGES for 40-60. Chrome Plated \$150. pr.

1937 HUB CAPS, All Ser..... HC-37.....\$60. ea.
WHEEL Beauty Rings. 15" or 16".....\$99./Set of 4
1937 or 38 HOOD ORNAMENT.....\$85.

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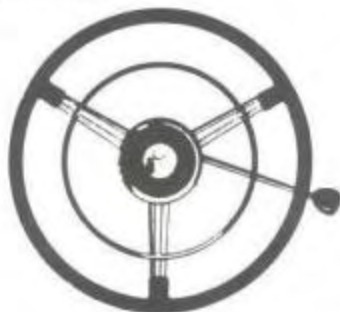
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TO
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